CHAPTER 26
Mid-Rise and High-Rise Residential Development

INTENT

Mid-rise and high-rise buildings define the public realm. From these structures occupants and visitors can enjoy strong visual connections to San Jose's downtown skyline, surrounding hills, and tree-lined residential streets. As the skyline develops and changes, so too does public perception of what the urban setting represents. The built environment lends scale to sidewalks, parks and paseos. The transitional area between buildings and the public realm can accommodate sidewalk cafes, restaurants and shopping. Through view corridors provided by mid- and high-rise buildings, pedestrians interact with public art and architecture as well as the distant view of the hills on the horizon.

This chapter establishes parameters to achieve high-quality mid- and high-rise housing development to foster superior urban design throughout San Jose, but primarily in the Greater Downtown Core and Frame areas, Transit-Oriented Development (TOD) Corridors, including Bus Rapid Transit (BRT) Corridors, and BART Station Area Nodes as described in the General Plan.

The intent is to achieve well-integrated, attractive mid- and high-rise residential development that may also include commercial uses. Mid- and high-rise residential and mixed-use development poses unique design challenges, particularly those related to street level access and large service functions (garage and loading entries, utility and trash rooms, structural shear walls, etc.).

These guidelines focus on the pedestrian in the design process. Efficient pedestrian circulation can be achieved through convenient access to adjacent facilities and uses through wide, attractive, and inviting sidewalks, paseos, and public spaces. By locating mid- and high-rise residential development in urban and TOD areas, automobile use becomes less centralized and opportunities for pedestrian and transit access to jobs, housing, and commercial uses are increased.

DEFINITION

- Mid-Rise Housing is typically 50-150 feet in height (approximately 5-12 stories) with a characteristic density of 40-90 dwelling units per net acre (flats), not including common open space.
- High-Rise Housing is typically 150 feet or greater in height (more than 12 stories) with a

Chapter 26

Mid-Rise and High-Rise Residential Development

Fig. 26-1: New high-rise housing construction underway in downtown San Jose.

characteristic density of 90+ dwelling units per net acre (flats), not including common open space.

- Multi-story units may occur on the perimeter at street level, on podiums, or as penthouse units.
- Only street-level units might have separate entries. All other units enter from one or more lobbies serving one or more elevator-and-stair cores.
- Private open space is provided for each unit in the form of patios, decks, balconies or rooftops.
- Common open space, except for very small projects is provided in the form of landscaped decks over parking or rooftops. Vegetated (green) rooftops are strongly encouraged.
- Most multi-story buildings locate the primary vehicular access from the street. In developments with multiple mid- or high-rise buildings, vehicles will access and circulate via driveways, entry drives, parking drives or parking courts.
- Pedestrian circulation is principally by sidewalks on streets. In development with multiple high-rises, a separate pedestrian circulation system is provided.
- All residential parking and loading is below grade or, if above grade, separated from the building perimeter by other uses like lobbies, housing, and retail.
- Commercial uses on the ground floor in buildings located along busy streets are encouraged for both mid- and high-rise development. Office uses on the second and third floor are generally encouraged for high-rise buildings more than 12 stories in height.
- Mid- and high-rise development is strongly encouraged to incorporate green building practices.

LOCATION CRITERIA

Mid- and high-rise development is particularly appropriate in the Greater Downtown Core and Frame Areas, Transit-Oriented Development Corridors (including Bus Rapid Transit (BRT) Corridors), and BART Station Area Nodes as described in the General Plan. In these locations, vertical mixed-use projects are strongly encouraged, especially adjacent to public

transit stations and stops, on busy streets, along paseos and arcades, and in the first three floors of high-rise residential development, particularly as a visual buffer to podium parking at the base of a high-rise development.

Adaptive reuse of buildings (especially the facades) is strongly encouraged. For sites located within the Downtown Core Area, please refer to the Redevelopment Agency's *Downtown Design Guidelines.*

OTHER RESOURCES

For mid- and high-rise development in the Downtown Core Area, please refer to the following documents:

- Downtown Design Guidelines
- Downtown Historic Commercial District Guidelines
- Downtown Streetscape Master Plan
- Downtown Lighting Master Plan
- Downtown Parking Management Plan
- Downtown Strategy 2000
- Guidelines for the Ground Floor of New Downtown Mixed-Use Developments
- Guadalupe River Park and Garden Urban Design Guidelines for Development Adjacent to the Guadalupe River
- Strategic development plans, including specific plans, master plans and Strong Neighborhoods Initiative Neighborhood Improvement Plans, as applicable

For mid- and high-rise development in the Downtown Frame area, TOD Corridors (including Bus Rapid Transit (BRT) Corridors), and BART Station Area Nodes as defined the General Plan, please refer to the following documents:

- Chapter 25a of these guidelines-Transit Oriented Development
- Guadalupe River Park and Garden Urban Design Guidelines for Development Adjacent to the Guadalupe River
- Strategic development plans, including specific plans, master plans and Strong Neighborhoods Initiative Neighborhood Improvement Plans, as applicable

Fig. 26-2: Light rail and bus serve vertical mixed-use development.

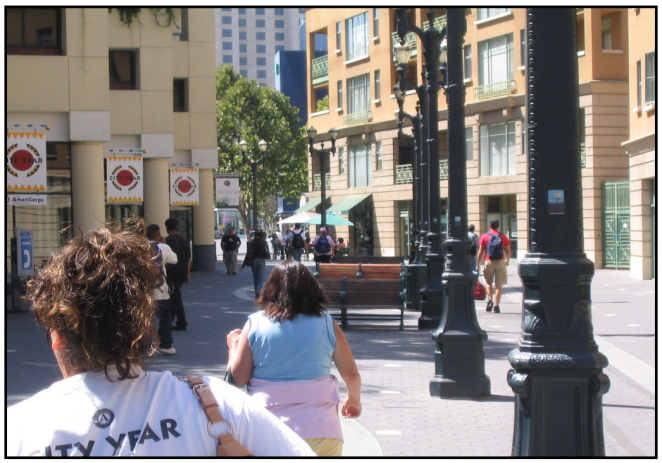

Fig. 26-3: Paseo lined with shops, entertainment, and cultural uses.

Fig. 26-4: High ground-floor retail space with two-story architectural expression buffers parking from street.

Fig. 26-5: Rehabilitated and preserved historic building.

Please note, Section 20.70.110 of the Zoning Ordinance states that new structures exceeding 150 feet and an FAR of 6:1 which are constructed within one hundred (100) feet of a City Landmark or Contributing Structure in a designated landmark district shall be reviewed by the Historic Landmarks Commission prior to consideration or approval of a development permit for new construction. The comments of the Historic Landmarks Commission shall be included in any development permit staff report subsequently presented to the Executive Director of the Redevelopment Agency, Director of Planning, Planning Commission or City Council.

GUIDELINES

A. Existing Buildings

New structures built adjacent to or between existing buildings should be compatible architecturally with the existing built surroundings.

B. Infill Buildings

New buildings, especially those located within a block designated for rehabilitation or preservation, should be compatible with that of existing buildings.

C. Green Buildings

Developers are encouraged to apply green building practices in the planning, design, construction, renovation, operation, and demolition of buildings and to consult with the Redevelopment Agency and City Departments to implement appropriate green building practices.

D. Historic Buildings (Building approximately 50 years old or older)

For sites located in the Downtown Core and Frame Area, please refer to the *Downtown Historic Commercial District Guidelines*. These Guidelines provide practical guidance for the rehabilitation of the existing historic urban context and for designing compatible new development. In general, these guidelines can be extended to all historic buildings citywide and include the following:

1. Appropriate treatment and conformance to *The Secretary of the Interior's Standards for Rehabilitation*;
2. A discussion of future building envelope expansion and actions that are appropriate for many types of buildings;
3. Recommendations for stabilization and long-term measures and maintenance of structures; and
4. Design Guidelines for new buildings in historic areas.

Rehabilitation and reuse of historic buildings should always be considered before alteration or demolition. For buildings more than 45 years old, historic reports should be prepared in coordination with the City's Historic Preservation Officer.

E. View Corridors

Buildings greater than 50 feet in height should not block an existing view corridor to the surrounding natural features (the hills) along a public right of way.

F. Building Uses

The ground level of buildings should be occupied by retail, entertainment, cultural, or other active, high intensity pedestrian uses particularly in the Downtown Core and Frame Areas and near or adjacent to transportation stations and stops.

For all mid- and high-rise buildings, the ground floor and second level are defined as a minimum of the first 36 to 40 feet of the building above street level, measured from the highest elevation of the street level to the second finished floor level. In the urban, mixed-use area bounded by the Paseo de San Antonio and by Market, Saint John, and 3rd Streets, the second level of buildings, including parking structures, should be occupied by retail, entertainment, cultural or other active uses. The second level may also be occupied by office or residential as interim uses; however, the building should be designed to allow for future more active uses. Please refer to the Downtown Design Guidelines for more detail.
The ground level includes:

1. A minimum of the first 18 to 20 feet of the building above street level, measured from the highest elevation of street level to the first finished floor above the street.
2. The clear height for the ground floor uses should not be less than 18 feet.

Fig. 26-6: Preserve view corridors to surrounding natural features.

G. Setback and Separations

Setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Setbacks”. In general, high-rises should only be set back the minimum distance necessary to match the pattern of adjacent development. For sites located in an area governed by a Specific Plan, setbacks should be consistent with the policies identified in the Specific Plan.

In general, the Building Code requires building separations that are adequate for privacy and security. It is usually desirable to step towers back

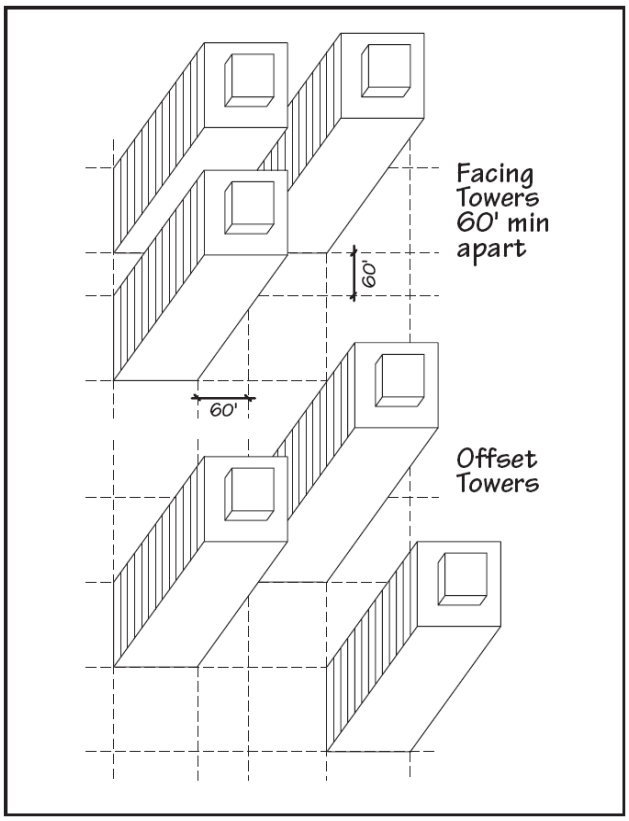

Fig. 26-7: Offset Towers: Locate towers at least 60 feet apart for light, air and privacy. It is preferable to offset towers for added privacy and to provide distant views.

from the building base to avoid tall walls looming over the sidewalk and to mitigate wind and shade impacts. While it is desirable to have at least 60 feet between facing windows, it is more desirable to offset towers to permit and encourage more distant views. For sites within the Greater Downtown Core Area please refer to the Redevelopment Agency's *San Jose Downtown Streetscape Master Plan.*

Separation between balconies, patios and windows to other buildings should be at least 20 feet. This separation may be reduced to 10 feet for a landscaped walkway serving as a route from a parking area to a building or unit entrance.

H. Orientation

Orient structures such that urban open spaces receive adequate direct sun and filtered daylight and are protected from excessive wind, building glare, and shade.

Exterior building materials should be chosen with consideration of their glare-causing potential, not only at the street level, but also from the view of other neighboring structures.

Within the Downtown Core and Frame Areas, except for Identity Site buildings (see Downtown Design Guidelines), all massing should be oriented parallel or perpendicular to the street grid.

I. Height

The tallest buildings should generally be located on the short ends of city blocks and at block corners. Height is measured from finished grade.

1. For buildings taller than 75 feet, to encourage variations in massing and form, the average size of the floor plate for all stories above 75% of the building's total height should not exceed 85% of the average size of floor plates (exclusive of parking podiums). The total floor area that can be developed may be distributed throughout the entire structure (including as an increase in the height of the structure), provided that the resulting design creates a distinctive silhouette for the front portion of the structure. Equipment mounted on the tops of buildings should be enclosed and integrated into the building form.
2. For buildings 75 feet or less in height, roofs should be emphasized and articulated. Though pitched or other specific roof forms are not

required, design elements such as a strong cornice, overhang, or variation in the parapet wall height are encouraged. All roof top equipment must be integrated into the building or screened from view. Vents, exhaust fans, and other roof penetrations should be grouped to avoid the appearance of visual clutter.

3. Building roofs should will be designed to accommodate skyline signage proportional to, and integrated in color and material appearance with the building's architecture.

J. Massing and Scale (Form and Proportion)

In general, minimize the mass and apparent bulk of tall buildings through articulation of the building envelope with offsets, changes of plane, step-backs and other architectural devices.

1. Buildings that are more than hundred and fifty (150) feet, or nine (9) stories in height, should have a discernible treatment that distinguishes the base, middle, and top on all facades.
2. Within the Downtown Core and Frame Areas, to visually lighten the appearance of the massing, all building corners at intersections of streets or paseos should have a transparent corner above the ground floor, with a minimum of 3 feet to either side of the corner, accomplished through windows, balconies, or other devices.
3. San Jose has strong sun conditions. Use of deep reveals to get shadow lines is encouraged. Use of saturated colors, if colors are desired, are also encouraged and should be evaluated outside on site.

   In general, orient the building entries and open space toward street frontages with the highest pedestrian activity. Strongly encourage locating parking and vehicle access away from pedestrian entries, open space, and street intersections.
5. Roof overhangs and soffits are to be of high quality materials and scaled to the pedestrian below. Please note Department of Public Works policy does not allow architectural overhangs beyond the property line.
6. Residential projects should have balconies and solariums that are a minimum of 4 feet deep and a floor area of 20 square feet. Balcony walls should be designed to shield objects, such as bicycles and barbeque grills on the balcony, from public view.
7. Buildings taller than 75 feet must have at least two vertical breaks or reveals greater than 2 feet in depth to divide the bulkiness of the mass.
8. Avoid continuous massing longer than 100 feet that is not articulated with shadow relief, projections, and recesses. If massing extends beyond this length, it should be made permeable and visibly articulated as several smaller masses using other architectural elements.

K. Materials

The use of high quality exterior materials on facades and exterior walls of residential buildings gives structures a sense of permanence and sustainability.

1. Provision of Specifications, Materials and Color Boards, and Mock-ups are an integral part of the design review and approval process. See the Appendix of the *Downtown Design Guidelines* for relevant timing for projects within the Downtown Core Area.
2. Value-added materials, such as stone, should be placed at the base of the building, especially at the first floor level. Choose materials that are suitable for a pedestrian urban environment. Impervious materials such as stone, metal, or glass should be used on the building exterior. Durability and maintenance should be prime considerations in material selection.
3. No Exterior Insulation Finishing Systems (EIFS) should be used below the second floor. If a brick building is proposed, use real brick, so that the durability and detail are maintained.
4. Coloration of materials within each development should be compatible.
5. Windows are to be as transparent as possible at the base of the building, with preference given to grey low-e glass. The window tint may not exceed the extent where a face is not recognizable 20 feet inside the building. Glass above the ground floor should have a maximum reflectivity of 8% and stay in the cool color ranges (blue green).
6. For metal work, factory applied paint is always preferred to painted in field. If factory applied

paint is not possible, the powder coat should be factory applied with final coat painted in the field.

7. Reused materials are encouraged to lend character to the development.

L. Façade

In the Downtown Core and Frame Areas, for street wall continuity below 50 feet, 80% of the building facade must be within two feet of the property line or building face line established in the *Streetscape Master Plan*.

For development that includes commercial and office uses at street level, provide two feet minimum distance between the face of the concrete structure to the finished building façade in order to provide façade articulation and variance in visibility. This articulation should be applied to all elevations facing the public realm for greater flexibility for exterior modulations, finish, and signage.

M. Building Entries

1. For all mid- and high-rise developments, building entries are strongly encouraged to be clearly identifiable by a horizontal projection (such as a canopy) visible from 100 feet along the adjacent sidewalk.
2. The main entrance of all buildings should face the street and not a parking area.
3. In mixed-use development, retail should occupy the corner, with the entry to the core and upper building toward the mid-block (see *Downtown Design Guidelines* for development within the Downtown Core Area).
4. Floor treatments for building lobbies should not extend beyond the property line.

N. Service Areas

1. For development with one façade facing toward the street, servicing areas should be separated by a minimum of 30 feet from the front entry if the building façade is at least 50 feet in width.

Fig. 26-9: Building entries should be clearly identifiable from the adjacent sidewalk.

2. For development with multiple building frontages, servicing areas should be on a separate frontage from the development's front entry door.
3. Incorporate utilities, including utility cabinets, into the building within the property line, not located at corners, and not visible to the passersby.
4. Incorporate generators into the parking levels or rooftops of buildings so as not to detract from ground floor space that can be utilized for active uses.
5. Provide state-of-the-art, conveniently located utilities/stubs to tenant spaces so that they are not visible to pedestrians. Integrate utilities for the various uses within the buildings.
6. Horizontal, through-the-wall venting to the street below the fourth story should not be allowed in development that include a commercial component. In housing-only developments, horizontal venting should only be allowed if it is integrated with the architectural design and organized in an orderly pattern.
7. Ensure that the space demands and access for recyclable containers are accommodated. Trash services are to be either located on the ground floor for collection, or wheeled out to the curb edge.

O. Sustainability

Developers are strongly encouraged to apply green building practices. Green building practices should be used in the planning, design, construction, renovation, operations, and demolition of buildings. To ensure appropriate green building practices are considered and implemented, applicant should consult with the Planning Division, Redevelopment Agency and other City Departments.

Rehabilitation and reuse of existing buildings are strongly encouraged. Buildings and portions of blocks that are designated for preservation should not be demolished, but rather should be rehabilitated, respecting their original character, materials and design intent. Storefronts and signage in buildings undergoing rehabilitation should be considered for preservation to maintain appropriate scale, character and continuity in relation to the original building and other nearby buildings.

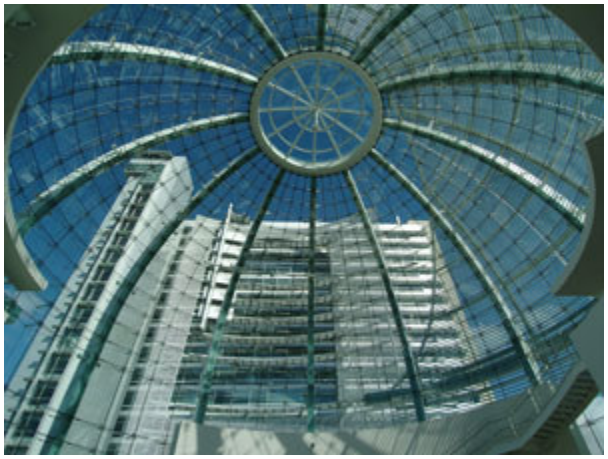

Fig. 26-10: San Jose's City Hall incorporates many sustainable building practices.

P. Private and Common Open Space

Private open space should be provided at a minimum of 60 square feet per unit with a minimum dimension of six feet. Common open space should be provided at a minimum of 100 square feet per unit if 25% of the units do not have private open space. For project where less than 25% of the units do not have private open space, common open space should be encouraged at a minimum of 100 square feet per unit where feasible.

In general, for sites 1) in highly urbanized areas, 2) proposing development equal to or greater than 50 dwelling units per acre, 3) subject to noise impacts that exceed General Plan noise policies for useable private open space, and 4) with no reasonable methods to provide useable private open space, then the private open space in some cases may be eliminated for 50% of the units. Developments proposing less than 50 dwelling units per acre in most cases should be able to supply 100% of the required private open space.

1. If the noise is primarily road noise, then internal-facing units (in a courtyard) or units facing paseos should have private open space although street-facing units may not if staff determines a designed mitigation is not possible or is inadequate.
2. Regardless of density, if the noise is primarily related to aircraft, it may be difficult to provide any private open space consistent with General Plan noise policies. In these cases, staff will determine if, 1) private open space will be provided regardless of noise, 2) no private open space will be provided, or 3) additional common, public, or a combination of common and public space will be provided to compensate for lack of private open space.
3. In dense, urban neighborhoods, particularly within the Downtown Core and Frame Areas, a design that presents a street-facing façade without balconies may be preferable even if the noise environment would not preclude balconies. Additional common, public, or a combination of common and public space should be provided to compensate for deficient private open space. Other options such as private solariums fully integrated into the façade and roof-scapes are also possible.

Fig. 26-11: Private outdoor space can be integrated into the building design with shaded solariums and patios

Fig. 26-12: Rooftop green space serves as common open space and offers significant environmental benefits. Planters, terraces, and other landscape treatments can create intimate and attractive private outdoor space on rooftops in a dense urban setting.

4. Where the Postal Service requires ganged mailboxes, the mail station should be located in a common open space in a prominent location on the principal pedestrian route into and through the development.

Q. Roof-scapes and Green Roofs

Roof-scapes add to the city skyline, provide views to and from each building, and in some cases provide private or common open space. Roofs of mid- and high-rise buildings should be designed to add visual interest to the skyline. Green roofs, particularly for development surrounded by taller buildings, can add visual interest while providing common open space and urban runoff treatment.

1. Roof equipment should be enclosed and integrated into the building form and should not be visible from street and highway vantage points. Equipment can include mechanical, electrical, communications, emergency, and other related items.
2. The tops of tall buildings should be designed to provide visual interest to the form of the downtown and citywide skyline. While each building and complex of buildings should be designed for distinction, every building also should be designed within its context.
3. The uppermost floors and the penthouse levels of a building should be designed as part of a building's roof. The roofs of buildings should be considered from several vantage points and in different conditions; notably, from near, middle, and distant views, and during the day and night time. Within the Downtown Core area, views should be considered from adjacent buildings a block or two away, from near the perimeter of Downtown, and from any vantage point that affords a view of buildings in the context of the Downtown as a whole. Development outside the Downtown Core should primarily be considered from near and distant views particularly in terms of view corridors.
4. In developing mid- and high-rise buildings, green roofs are encouraged. They can provide private or common open space for residents of the development.

R. Public Realm

The public realm is defined by the building-street relationships throughout a city. A strong building-street relationship distinguishes the Downtown Core and Frame, and other urbanized areas (such as Neighborhood Business Districts and TOD corridors) from single-family residential neighborhoods and suburban development where landscaping plays a more predominant role in shaping the public realm. Building height and mass spatially define public streets and sidewalks, plazas, and other civic places that contribute to an urban identity that supports a diverse mix of uses, pedestrian activity, and transit ridership. At the street level, pedestrian circulation and building entries, commercial uses, drives and other service uses, and landscaping play key roles in creating a public realm that is attractive to pedestrians and accommodates a variety of uses.

Opportunities for pedestrian circulation around, in, and, where appropriate, through a development site are strongly encouraged. In certain cases where narrow sidewalks occur, consider greater building setbacks to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Provide cover and shade for pedestrians through overhead weather protection elements as necessary. Construction staging should mitigate unnecessary damage and replacement to the public realm, and the location of the utility connections should minimize disruption.

For development within the Downtown Core Area refer to the *Greater Downtown Streetscape Master Plan* as the basis for treatment of the public realm. Work closely with city staff, particularly in Planning and Public Works early in the design process to ensure public and private streetscapes meet City guidelines and standards.

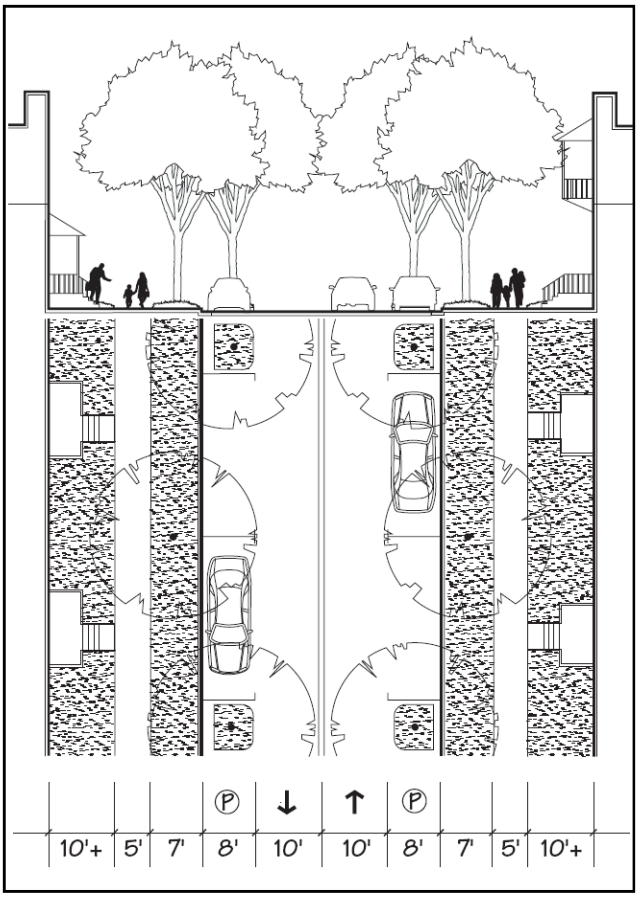

Fig. 26-13: Use building features to create a pedestrian-friendly public environment.

S. Street Level Appearance

1. Within the Downtown Core and Frame Areas and other urbanized, high-pedestrian use areas, a minimum zone of 4 feet from the building and a zone of 2 feet within the storefront should be lit by building mounted lighting at levels prescribed by the Downtown Lighting Plan along all public frontages to improve safety and night time appearance of the architecture and streetscape.

This lighting should be designed on a separate switch.

2. Operable windows and storefronts are encouraged where feasible.
3. For seismic upgrade projects, ensure that the structural bracing is integrated with or invisible to the exterior.

T. Ground Level Services

Equipment for power, utilities, waste and other building services should be enclosed within the envelope of the building or should be below the grade of surrounding sidewalks and streets.

Loading facilities for buildings should be within the envelope of the building itself and doors at the street levels for access to loading areas should remain closed except for loading access. If services and loading are not within the building envelope, they should be screened from street level views and should have opaque, operable doors that are open only for access. Loading docks should be a minimum of 60 feet long, and service corridors a minimum of 6 feet wide.

U. Open Space

Attractive, safe, open spaces are an integral component to providing a high quality of life for residents of mid- and high-rise residential buildings. For development within the Downtown Core, please also reference the *Downtown Design Guidelines*.

1. For new buildings greater than FAR 6.0, 20% of the site area in, on, or around the building should be publicly accessible during the daylight hours of the building for retail uses, sidewalk cafes, community rooms, galleries, lobbies, atria, gardens, and where applicable.
2. Relate the size of open spaces to the scale of surrounding existing or planned development, to the width and scale of adjacent streets and buildings, to the intended activities and events for the space, and to the intended users. For small to medium plazas, a ratio of one to one for the height of buildings to the width of a plaza produces a comfortable scale and definition.
3. Use buildings, colonnades and landscaping to define edges and create a sense of three-dimensional containment to urban open spaces and plazas where applicable.
4. If the development is adjacent to open space, accommodate the necessary infrastructure to allow for programmed activities and events, such as electrical supply outlets for temporary equipment and hose bibs for cleaning.
5. Design urban open space that accommodates the necessary infrastructure to allow for programmed activities and events.
6. Encourage pedestrian circulation through and across urban open spaces, and along edges. Allow for vehicular circulation near urban open spaces that minimally disrupts pedestrian traffic. Particular care should be taken to design safe, aesthetically pleasing vehicle crossings at vehicular building entrances.
7. Place public amenities such as street furniture, plantings, lighting, infrastructure and public art in urban open spaces and facilitate the opportunity for lively activity through everyday use.
8. Orient urban open spaces for maximum solar exposure and wind protection. Open spaces should be protected from excessive glare and shade from adjacent structures.

V. Landscaping

Within a project, landscaped areas should be provided to separate site elements. Landscaped areas should also be designed to treat stormwater runoff. Pesticide use should be minimized or eliminated. Please see the *Guidance Manual on Selection of Stormwater Quality Control Measures*

Table 26-1 MINIMUM LANDSCAPE SETBACKS

Residential building (unit entrance side) from parking areas, carports or parking drives.	10 feet
Residential building (unit entrance side) from drives without parking.	10 feet (1)
Residential building (garage entrance side) from drives.	0 feet (2)
Residential building faces having no entries from parking areas, drives or sidewalks.	10 feet

(1) This 10 feet should remain clear of stairways and patios.
(2) A nine (net) square-foot planter area containing a tree or large shrub located between every two parking stalls or at least every 20 feet should be provided. Due to the small size of these landscape pockets, no utilities or meter boxes should be placed in them.

and the Planning Division webpage for further information on stormwater management.

The minimum dimensions shown in table 26-1 are recommended to separate the following site elements.

Walkways or sidewalks between buildings and parking areas, carports and driveways may not be counted as part of the minimum dimension for a landscaped area.

W. Retail Frontages

1. Ground floors must have a minimum of 18 feet clear height to finished ceiling.
2. Horizontal venting to the street below the fourth story is not allowed within the Downtown Core or Frame when the development is adjacent to an open area.
3. At all storefront clear glazing areas, at least 50% minimum area should allow for transparency into the building interior.

X. Parking

1. Refer to Chapter 8 of these guidelines to determine residential parking requirements.
2. Vehicular entries into the development are to be located on a clear path and sequence from the drop-off area.
3. Minimize the visibility of at-grade parking structures or accessory parking garages. At-grade structures or garages should be located mid-block rather than on major streets.
4. Parking structures are encouraged to maintain 18-foot minimum clear heights to accommodate a wide variety of vehicles. Adequate mechanical, electrical and plumbing resources should also be provided.
5. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape.
6. Parking visible to the street is strongly encouraged to enhance the street experience, through design elements such as elevators, ground floor retail, and active uses.

Y. Entry Drives

The principal vehicular access into a high-rise housing project should be through an entry drive rather than a parking drive. The width and character of an entry drive is governed by guidelines in Chapter 7.

Z. Restricted Parking Zone

Except for porte cocheres and passenger loading, there should not be any on-site parking between a high-rise and property line.

AA. Security Fences and Gates

Security fences and gates are strongly discouraged in any residential project. If extraordinary circumstances warrant security fences they should comply with the guidelines in Chapter 4 “Perimeter Walls and Fences”.

AB. Signage

Effective signage increases the vitality of the urban environment and directs pedestrians into and towards dining and retail establishments and landmarks.

1. Building Signage Programs should have hierarchy.
2. Within the Downtown Core Area, design building roofs to accommodate skyline signage (i.e. below the parapet line) proportional to, and compatible in color and material appearance with the architecture.
3. At the base of a building, provide a signage band space for horizontal retail tenant signage as appropriate. Signage and important brand identifiers should generally be located 15-18 feet above street level, below the tree line.
4. Pedestrian-level signage, such as fin signs, is strongly encouraged along sidewalks and pedestrian routes.
5. Building numbers should be illuminated or otherwise clearly visible from the street, day and night.

AC. Lighting

Building exteriors should be illuminated to highlight the facades at street level and to accent noteworthy architectural features. The tops of tall structures should be illuminated to emphasize building height and roof form within the context of the City’s downtown skyline and view corridors citywide.

Within the Downtown Core Area, lighting of buildings,

streets, and parks needs to conform to limitations and possibilities of restrictions from institutions that are sensitive to nighttime lighting: The Federal Aviation Administration for aircraft and the San Jose International Airport, and The Lick Observatory for nighttime viewing of the universe through the Observatory's telescopes.

1. Screen parking structure interiors and roof deck lighting from street level viewpoints.
2. Provide photometrics of building roofs, building base up to 20 feet, and ground plane around building up to 10 feet.
3. For buildings taller than 150 feet, utilize as much of the maximum 10,800 lumens in principle with the Lick Observatory policies.
4. Develop an exterior building lighting package to address street level lighting for the sidewalk or outdoor patios.
5. Light a minimum zone of 4 feet from the building and a zone of 2 feet within the storefront by building-mounted lighting designed on a separate switch.
6. Provide separate power switches for interior lighting of active ground floor uses so that these can remain lit after hours, including retail tenant signage and storefront areas.